Morning Oregonian.

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The Daily Oregonian.

HENRY L. PITTOCK Proprietor.

IS PART MORNING OREGONIAN [illegible]
morning at [illegible]
subscribers in Portland [illegible]
weekly Edition [illegible]
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who wish [illegible]
avoid the [illegible]
[illegible] shall be [illegible]
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Front Street,
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and forwarding [illegible]
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[illegible] made in currency
All business [illegible]
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Have on hand [illegible] Keep [illegible] Large Assortment of
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feb21 dtf

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H. C. HUDSON & CO.,
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HAVING BEEN ENGAGED FOR THE LAST TEN
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San Francisco, I respectfully call the attention of
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where the trade will always be supplied on hand.
Pre-ground Spices.
The Trade is assured [illegible] Article at low prices
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IN IRELAND [illegible]
CURRENT ACCOUNTS [illegible]
[illegible] Bills [illegible]
[illegible] Credits [illegible]
[illegible] Bills [illegible]
[illegible] Bills [illegible]
[illegible] Bills

The Daily Oregonian.

PUBLISHED EVERY MORNING

MONDAY MORNING SEPTEMBER 18, 1865

Piloting on the Columbia River Bar

A law was passed at the last session of the Legislature fixing a certain amount to any one who would pilot a steamship on the Columbia river bar. The object in passing the law was to encourage piloting. It is the encouragement that Captain Couch and his associates have failed to receive. The result is that the mouth of the river is the most dangerous of all the places to which steamships resort. The Pilot Commissioners, Captain Couch, Captain Ketchum of Astoria and Captain Cook of Portland, have not revoked the branches of the pilots though the law requires that they should do so. We are not surprised that they have not obeyed the law, though the commissioners themselves do. The pilots are now doing all they can to secure a part of the piloting on the bar, it appears to us for the purpose of getting the tug off the bar. In this they are succeeding, as we are informed, so that the tug is now losing money instead of having a fair support. In this all the pilots, as far as we can ascertain, are united. They are doing all the piloting as the law contemplates, and it is the interests of the State demand. The law of the last Legislature seems somewhat defective in that it practically leaves the revoking of the licenses of the former pilots optional with the Commissioners, whereas it should be so framed that when the tug fully employed with it the Commissioners ought to be compelled to do their duty in the premises, or in case they do not the power should be lodged in safe hands to remove them and appoint others in their stead. It is true the law says they *shall* revoke all other branches when a license but we do not find that there is any power to call them to account for it.

How is the need of some amendment in the law? One of the commissioners has said, has given as a reason for not being willing to revoke the licenses held by the old pilots, that there were not pilots enough on the tug — though there were at that time two (Corne and Rodgers) and within a day or two afterwards another was added, making three regularly licensed pilots on the tug, all drawing pay—a number greater perhaps than any other boat on the coast employs. Surely it must be conceded that the tug now has pilots enough. She is now amply manned for doing all the business on the bar, yet through the interference of the old pilot boat which has to wait for wind and tide, the tug is doing only a part of the work instead of having it all as she should.

There have been so many accidents on the bar under the old system of piloting—and the dangers and difficulties of the entrance of the mouth of the river have been so exaggerated—in ally by those whose interests have probably been promoted by such misrepresentations—that it has been a very serious drawback to the ocean going commerce of the country. Owners of vessels in New York, Boston and San Francisco and even London, have been brought to think that the Columbia river bar is a spot more terrible than both Scylla and Charybdis—a vast surf covered burial place in whose sands lie entombed the wrecks of scores of vessels and the bones of hundreds of unfortunate men. They suppose that there are no guides through these horrors but such as go in sail boats and are themselves at the mercy of the winds and waves. To do away with these dangers—for the most part imaginary though in part real—and to induce commerce to come into our great river, we have all heretofore felt the want of a powerful tug. Capt Cosmo and others have invested large sums of money to supply us with one, the lack of which has hitherto damaged the State millions of dollars.

The law as it now stands requires the tug to remain at Astoria or within hailing distance of the bar. This of course will prevent her from doing any towing on the river. It being somewhat doubtful whether *all* of the *pilotage* with the present amount of shipping, would be sufficient to give the encouragement needed to make the tug a permanent fixture in our waters, the Legislature might, if it saw fit, give it the privilege of towing up the river when it could do so without neglecting its duties on the bar. The Legislature, however, could judge of the propriety of this measure. Most of the time pilots can cross the bar in a common whale-boat just as well as in the boat now used by the old pilots. Lasty and Hawks always did this, and they never lost a vessel by signalling it to follow, instead of going on board and taking the helm—the manner in which we understood the *Industry* was lost.

Whether the Legislature does or does not fix the law so as to enable the tug to do occasional river towing, the interests of Oregon demand that she shall be protected and encouraged in her exclusive privilege which it was the object of the Legislature to confer. This the owners of the tug expected when they built her, and have now a right to demand. Portland is directly interested in this matter. We cannot contemplate without concern the probability of losing the tug which we so long felt the want of. There may be parties on the bar who would like to have exclusive privileges there, but if they desire to secure them they should have built a steam tug in time. They may be unwilling to give up their occupation of piloting in favor of other persons, but the interests of the whole State are paramount to those of any mere individuals, and as the steam tug now at the mouth of the river seems to be fully complied with the law, and is also not only a convenience to our people but an actual necessity to our commerce she ought to be retained there.

Smuggling.—It seems that for some months past there has been a pretty lively smuggling business carried on by way of Victoria, Puget Sound and the Cowlitz river into this State and up the Columbia. Early last spring the game of smuggling in goods by way of Astoria was detected and the quietus it received seems to be final. Enterprising geniuses still appearing to think that there was money in the unlawful business turned their attention in another direction and as now seems probable have been for some time engaged in smuggling smaller articles of value through by way of Puget Sound. The numerous islands bays and inland passages which constitute that body of water render it quite easy for any who are so disposed to evade the vigilance of the Custom House officers and bring in unlawfully what goods they please. Collector Adams surmising that this business was going on, appointed A. R. Burbank of Monticello inspector at this place with instructions to examine and search any suspicious goods which he might find passing through. Accordingly Mr Burbank not long ago discovered and took possession of two trunks filled with valuable clothing, laces, &c., two pieces of rich silks amounting to 100 yards and two large packages of opium. These goods were in the hands of three different parties, and in each case the possessor gave some kind of a crooked story about them. There can be no doubt however that they were being smuggled through. This affords with better be Uncle Sam against the shortsighted who have been driving a contemptible little trade in defiance of law.

Two duels have been fought in the city of New Orleans recently. The parties were all rich and one well known individual was a principal in both affairs. He came off winner in both killing his opponent in one instance and probably fatally wounding the other in the abdomen. The two injured men were returned Confederates who fought the victor as a duty at home, he never having been in the army.

Abraham Lincoln and Jefferson Davis were born in the same Congressional District in Kentucky and within the same year.

By Overland Telegraph.

[DISPATCHES TO THE OREGONIAN]

DATES TO SEPTEMBER 17.

Things in Mexico

NEW YORK, Sept 12. The *Herald's* Vera Cruz correspondent says the Liberals are making extensive preparations for the winter campaign. The Imperialists are busily engaged preparing for a grand movement on the 16th of September, when it is said Maximilian will proclaim himself Emperor of Mexico. The Imperial Government will not be recognized by the United States when it comes, even if the Cabinet of Washington should wish to do so, as the Constitution of the United States will not allow any one to be elected President who has ever taken the oath to support the Constitution and afterwards violated it. Maximilian is the only man who would have to refuse, and the Liberals say that the same

The Daily Oregonian.

CITY.

Money Market.

— Legal Tender rates 72[illegible]
New York Gold Quotations 144

THE PRIVATE ARE ROOM. The house of Lords [illegible] by the Commons which [illegible] published last week, had [illegible] of the ordinary [illegible] of [illegible], and the thoroughly [illegible] shook off the yoke of [illegible] and dynastic [illegible] which [illegible] to the heart of every [illegible] Whose [illegible] hope that the people of Ireland [illegible] under their own [illegible] and the same liberty [illegible] with the [illegible] of this [illegible] [illegible] [illegible]

Lines in Illness

BY MARY E. NEALY

O I dwindle, fade and die day
Heart-broken, mantled in mournful weeds,
Life is all worn away
And I'm sinking fast, fast to my grave
Oh! quickly, quickly

I think the very sweet
Of earth and all its flowers
Would thrill my heart with joy once more
If once again I might see
The glorious golden hours
That were mine

That the very thing birds of Spring
May sing as they will on leaves
Through whose many outfold on high quivering
And their songs of joy in the wild woods ring
And may twitter around the eaves
As I lie here!

Oh! as I watch slowly
And the moss beside the stream
As the dear old elm in the forest glade
And the path around it one steps have made
And every object dream
As, O, so dear!

As I must these links be broken
And I be all forgot
With them remain
Of all the works of life's spoken
Which I personally
The hammer of fate

And with a gleam of light
Stream to the heart of the wave
As with that ray the many still units
Like the Heaven's links to light
Through the cold sea of the grave
To their still shore

As the human soul still
With itself reveals its casual hours
And through heaven's light to the soul may thrill
The love and the hope the delights will fill
And I shall not hearts with tears
Of regret

And weeping friends retain sign
That the friends we love so well
Will cherish us still with a love divine
And around our hearts our memories twine—
That in their soul a deep cell
They'll leave us yet!

HOW GRANT WAS BORED AT SARATOGA.—One of the most prominent of the snobocracy disinguished himself above his fellows on the occasion of Lieutenant General Grant's dining at the Congress Hotel during his recent visit to Saratoga. Unfortunately the snob had purposely secured a seat at a table adjoining the one occupied by the invited guests. He first intruded himself upon the attentions of the General by inviting him to drink a glass of wine—no previous introduction having taken place. The General at first seemed disposed not to recognize the attention, but finally reluctantly put the wine to his lips in the vain hope that he would not be intruded upon again. But no. The same individual, a few minutes later, stepped to the General's side. "Did he know Absalom Grant, of St. Louis? Deuced clever fellow—rich as Croesus—a cousin perhaps—you must know him?" "No, I have not that honor," responded Grant. "That is very singular. Don't know him," again responded Grant. In his peculiar freezing style, such as he can so well adopt to get rid of bores, and which would have sent any ordinary man reeling back to his seat, there to remain during the remainder of the dinner. But this did not stagger his questioner, and after making some commonplace remarks again became seated. The guests, sympathizing with the General, certainly hoped this would be the last demonstration. But no. After a little period the General was approached again. Snob said he "had a splendid pair of blacks, with white rosettes and white streamers on head stalls—hand some turnout as any in town. It was at the service of the gallant General to ride out to the lake." Grant said he was already provided for, and again the would-be familiar man subsided into his chair. This subsidy, thought all was the last. But no. They were doomed to be disappointed and mortified again—this time with a communication from a lady! who wished to kiss General Grant, provided Mrs. Grant would give her consent. The proposition was indignantly spurned by Mrs. Grant, who heard the singular request, and thus ended this important fellow's conduct at the dinner table. Fortunate for him it was that some of the diners in that hall did not know what was going on at the time.—*Correspondence New York Times.*

COURTING TWO HUNDRED YEARS AGO.—Among the amusing reminiscences of those days, is the famous courtship of the Rev. Stephen Mix at Wethersfield. He made a journey to Northampton in 1696 in search of a wife. He arrived at the Rev. Solomon Stoddard's, informed him of the object of his visit, and that the pressure of home duties required the utmost dispatch. Mr. Stoddard took him into the room where his daughters were, and introduced him to Mary, Esther Christina, Sarah, Rebekah and Hannah, and then retired. Mr. Mix addressed Mary, the eldest daughter, said he had lately been settled at Wethersfield, and was desirous of obtaining a wife, and concluded by offering his heart and hand. She blushingly replied that so important a proposition required time for consideration. He replied that he was pleased that she asked for suitable time for reflection, and in order to afford her the needed opportunity to think of his proposal he would step into the next room and smoke a pipe with her father, and she could repair to him.

Having smoked his pipe and sent a message to Miss Mary that he was ready for her answer, she came in and asked for further time for consideration. He replied that she could reflect still longer on the subject, and send her answer to Wethersfield. In a few weeks he received her reply, which is said to be the most laconic epistle ever penned. Here is the modest letter, which was soon followed by a wedding:

"Northampton, 1696

Rev Stephen Mix Yes

Mary Stoddard

The matrimonial mixture took place on the 1st of December, 1696, and proved to be compounded of the most congenial elements. Mix was pastor of that parishe of saints for forty four years.

HOURS OF LABOR.—Eight hours for a day's labor is the last idea discussed among the mechanics of the Eastern States with a view to having it adapted by the Legislature. As machinery increases in power, the labor decreases as not by any wanting, but supercedes it, but because it contributes so hugely to wealth and ch pens product that a man can enjoy more of the comforts of life with less labor. The tendency of the accumulation of wealth is all the time to diminish the necessity of labor for a more living, and consequently affording more time to labor to procure some of the luxuries of life.—*Philadelphia Ledger.*

PARALLEL OF THE SEXES.—There is an admirable partition of qualities between the sexes which the Author of our being has distributed to each, with a wisdom that challenges our unbounded admiration. Man is strong—woman is beautiful. Man is daring and confident—woman is diffident and unassuming. Man is great in action—woman in suffering. Man shines abroad—woman at home. Man talks to convince—woman to persuade and please. Man has a rugged heart—woman a soft and tender one. Man prevents misery—woman relieves. Man has science—woman taste.

AN INVITED PARCEL SENT TO PRESIDENT JOHNSON.—We heard recently of a young officer whose brother had fallen a victim to yellow fever last year at Newborn, and who remarked on his own narrow escape but four days before. His uncle and himself were appointed to open a parcel sent to President Johnson. It came profusely from San Francisco, but had never been put up in the United States. His uncle was made quite unwell by handling it and sent it to the small pox hospital to be examined after losing about ct ed. *Philadelphia Ledger.*

KNIGHTHOOD.—The order of knighthood is an ancient times added a lustre to the highest degree of nobility, and was held in estimation even by princes and kings themselves. The organization is confined to the small body of three hundred heroes who constituted the cavalry of Romulus and laid the foundation of the equestrian order that ranked immediately after the senators. The institution of the Order of the Bath originated in the Franks who when they conferred knighth I bathed before they performed the ceremony.

FRENCH INVENTIONS.—Patents have been obtained in France for an instrument to indicate the existence of mineral springs of water in land for raising a ship into the air and steering it there for applying steam to children's toys for lighting and lighting apartments with the same apparatus for a mode of lining letter envelopes with and for a cane which you can put into a trunk and transform into a seat at will.

CAUGHT IN HIS OWN TRAP.—The Rangoon correspondent tells a good story of a Yankee who was fined a dinner at one of the taverns down East until he had showed the landlord his interior. Boniface then did his best and at the ringing of the bell in walked the Yankee and taking a general survey of the table turned to his host and said, "Mister you've used my money and I've used your dinner—good by."

A dispatch from St. Paul, Minnesota, says that a camp of surveyors in that State have been in a starving condition for some time near Fort Wilkins, but an immense drove of buffalo coming in that direction they were enabled to kill three hundred and steam supplies.

THE NAVAL POWER OF THE UNITED STATES AND ENGLAND

The great British authorities are paying full compliments to the American Navy and the prescience and power that have directed it. The London *Quarterly Review* says:

In the Channel our iron clad fleet is with few exceptions reported to be not very seaworthy. Without a single dry dock with turn tables [illegible] in Malta [illegible] and not one [illegible] to our own ships. In the Mediterranean there are only two or three and the two Admirals there have not a flag, nor have four line of battle ships with which we would like to measure the small squadron of Tegetthoff.

It is true that the whole North American squadron could not oppose one ironclad, ridiculous the management of naval affairs in England and in the whole European continent the Federal American navy has had enough experience to have put all doubt upon the lessons taught by the Merrimac and Monitor fight though the utility of broadside ships was thereby proved on the very day [illegible] their numerous guns yet almost ship for ship [illegible] in size to the Federal Navy.

This compliment is worth being treasured since it corroborates all that we have asserted in a very important field and [illegible] to us the naval success which have developed the Federal American navy [illegible] all doubt upon the [illegible] put all disadvantages. It was moreover [illegible]